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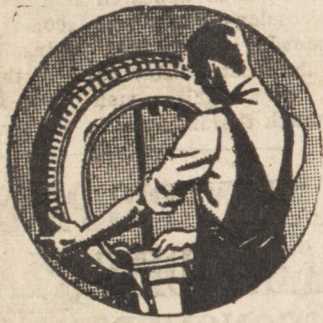
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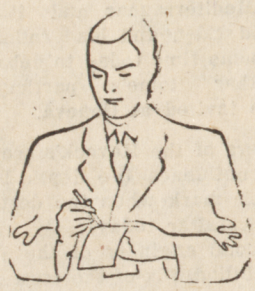
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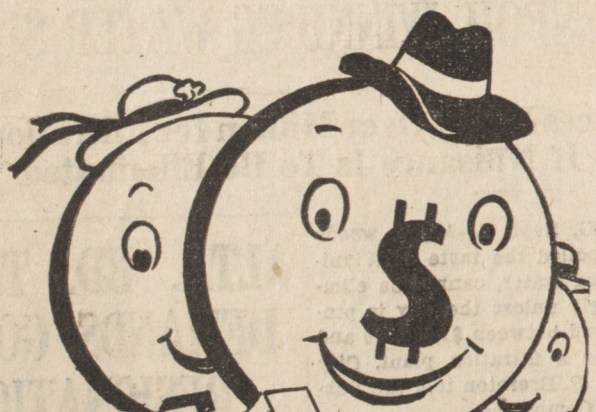
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DOMINION - WIDE ANALYSIS OF EMPLOYMENT PLANNED

A. B. Purvis, Chairman of Commission, Wishes to
Bring Work and Capable Workers in Contact

The desire to obtain still further information regarding the different types of people who are supposed to be wanting jobs, is only one of the reasons why the National Employment Commission is asking the provincial and municipal authorities to fill out a somewhat similar questionnaire to that they compiled last September.

"Unless we can break down the component parts of the great mass of unemployed, and ascertain just what each person is capable of doing, and what their particular need is, we shall get nowhere in our effort to solve this great question," said A. B. Purvis, president of Canadian Industries Limited, who is heading the National Employment Commission. The Commission is seeking to find the basic causes of unemployment and the remedies therefor.

To Arouse Citizens

Mr. Purvis left for Vancouver last evening, accompanying Sir Edward Beatty, president and chairman of the Canadian Pacific Railway on his annual inspection tour of the West, with the object of addressing the Canadian Chambers of Commerce in the Pacific Coast city early in September, and then of flying back to the East to address meetings in certain cities on the employment situation.

"The emergency that confronts the Dominion in regard to the employment of those who are employable is just as great as that caused by the drought in the West, and I cannot help feeling that if public opinion is sufficiently aroused the Governments will find the necessary funds to carry some of the essential things that were recommended by the Commission in its interim report," said Mr. Purvis. "And the outstanding features that have to be taken care of are improvement of the skill of those who once were engaged in a particular trade, training of youth in doing work they have never had the opportunity of doing, restoration of the morale and the physical health of those who are available for employment."

"Let us get out and spend our money that way instead of perpetuating unemployment by giving out money indiscriminately without really ascertaining the need of a particular group. This is the message that I want to leave across Canada, from Vancouver to the Atlantic seaboard, and that is why I want public opinion to be so aroused. I want to get established in each community groups of public-spirited citizens who will back up particularly the projects for the training of youth, and the rehabilitation of employable folk so that they can tackle the jobs that are offered them."

Opportunity Presented

"Money spent that way is bound to give us return in economics and, much more important, give the man on the street who has had a bad time, an opportunity to fit into the scheme of things—and the real, genuine unemployed have undoubtedly had a rather tough time."

"The restoration in business, which is very pronounced, will not automatically absorb all those who have lost their morale and physical well-being. There are a tremendous number of so-called employables who have really had no experience of any kind of work—the business or occupation they were in has just disappeared and they are really unskilled in any other kind of work. You cannot treat them all as one class. The Commission is unanimously convinced that the only way to get rid of the dole is to understand what each category means and then evolve schemes to take care of them."

"Employment is a national job, and we suggested 12 months ago that the employment service should be put under national administration, so that accurate contact could be made with the facts in each locality, and also have the best type of contact between employer and unemployed. Some of the employment services now in existence have got into a pretty low state,

and it is essential that they should go through a process of rehabilitation also, and he brought up to a higher standard of efficiency under national control, so that we can know what types are available for work and what jobs are available for these types."

Way Can Be Found

"There is probably some little constitutional difficulty in the way of bringing this about just now, but if public opinion demands it, I have no doubt a way will be found. When such exchanges are established then we must surround them with bodies of community-minded citizens as they do the Labor Exchanges in England. They have the highest grade of citizens there—employers, trades union men, social and service organizations, formed into groups and to them the Labor Exchange goes when it has any problem of finding employment for certain types of people, and they, with public spirit, solve them. That is the kind of spirit I want to arouse in Canada—it already exists in many localities, sometimes to a very pronounced extent,—but there are too many places where there is a lack of community spirit, and without it any employment service is calculated to fail."

Mr. Purvis expressed the hope that his arguments in this direction would prove convincing, and that the public would realize that the Commission is not merely theorizing, but has put forward practical plans, which have received Government approval, but for which funds are needed from the public treasury.

CHEAP RATES FOR LABOR DAY WEEK- END ON C. N. RYS.

(Special to The Daily Mail)

MONCTON, Sept. 3.—With the long holiday period this weekend of Labor Day reduced railway fares will be placed in effect providing an opportunity for economical travel to summer resorts or do some visiting and sightseeing at points of particular interest, according to R. J. S. Weatherston, General Freight and Passenger Agent, Canadian National Railways, here. These fares will consist of single fare and one quarter for the round trip, good going any time between Friday September 3, and 2 p.m., on Monday, September 6th, with return good up to midnight of Tuesday September 7th.

THREE WOMEN DRS. ON BOARD STEAMER SAILING TO BRITAIN

(Special to The Daily Mail)

MONCTON, Sept. 2.—Two visiting groups of British sportsmen, cricketers and riflemen, will be returning to England Friday when the Canadian Pacific liner Duchess of York clears in command of Captain Charles Richardson. Their playing-tour of Canada over the first of the Marylebone Cricket Club team, are returning, the group including A. P. Singleton, J. T. Neve, J. F. Mandi, A. G. Powell, J. K. Masterman and D. E. Forbes. Two other cricketers, N. G. Wykes and C. H. Taylor will follow on the Empress of Britain September 11. Marksmen returning are the British Imperial Schools Imperial Cadets, 15-strong, who recently shot at the Connaught Ranges, Ottawa. They will be in charge of Major E. F. Housden and Capt. J. W. Thompson.

The Duchess will sail with three women doctors aboard, Dr. Ruth Wolf and Dr. M. Richards of London and Dr. Ida Armstrong of Winnipeg being on the passenger list. Senator Georges Parent, of Quebec will also be departing.

NEW ASSISTANT OF AIRWAY LINES HAD BRILLIANT RECORD

MONTEAL, Sept. 2.—The following appointments have been announced by Phillip G. Johnson, Vice-President in charge of operations trans-Canada Airlines.

D. R. MacLaren to be assistant to Vice-President, with headquarters at Winnipeg; D. S. Colyer to be chief technical adviser, with headquarters at Winnipeg. After completing his education in Western Canada and at McGill University, Donald Roderick MacLaren joined the Canadian Overseas Forces in 1914 and began his association with the Royal Flying Corps in 1917. His war record in the air was exceptionally brilliant and he was awarded the military cross and bar, the distinguished service order, the distinguished flying cross, croix de guerre with palm, and created Chevalier of the Legion of Honor. He joined the Canadian Air Force in May 1919 and played a prominent part in the formation of that service retiring with the rank of Hon. Wing Commander. Retaining his interest and activity in aviation, particularly in developments on the Pacific Coast he became superintendent, Canadian Airways Ltd., at Vancouver a position which he relinquished to join trans-Canada Airlines.

Selected as chief technical adviser to the Vice-President because of his intimate knowledge of modern airline operation, Duard Brown Colyer has been associated with aviation for the past twenty years. He has occupied the position of superintendent of Flying Division Superintendent and General Superintendent of United States all mail service, Vice-President in charge of operations Boeing Air Transport Inc. and Vice-President in charge operations United Air Line Corp.

SPORT SHORTS

(Continued from Page Six)

Boston Bruins, didn't fare so well in the Alberta amateur, losing the first round.

Pennsylvania doesn't have race tracks but the two outstanding stars of 1932 are Keystone state products, War Admiral, Derby and Preakness winner, and Shirley Hanover, Hambletonian winner.

The wife of Marcel Thill, French middleweight, supervises all the cooking in the camp of the champion.

The new lighting system at the Polo Grounds in New York is said to be the best used in football. Nevertheless a ghost ball was ordered for the annual game between the Giants and All-Stars.

The whippet is a member of the greyhound family, having been cross-bred with other types of dogs.

A greyhound racing dog weighs around 75 pounds and can run the quarter mile in 25 seconds. The whippet, a smaller dog, runs the distance in 30 seconds.

Pitching for two semi-pro teams, one in Philadelphia and one in Brooklyn, nets George Earnshaw around \$5,000 a year and gives him full time for his insurance business.

In 18 years, from 1919 when Dempsey beat Willard, to the present, only 17 heavyweight title fights have been staged.

The Brooklyn Dodgers will have the fastest back in pro football this fall if Reno Nori makes good at quarterback. He runs the 100 yards in 9.8 seconds.

In the time he was away from America, Jimmy Londos travelled 75,000 miles.

Petting or patting race horses in the saddling paddock has been banned by the New York State racing commissioners.

After Edgar Smith, pitcher of the A's, had lost 11 straight games, he beat the hardest hitting team in baseball, the Yankees.

Illinois is expecting its biggest crowd since 1929 when Notre Dame meets the orange and blue at Champaign, Oct. 9. Most of the 70,000 seats have been sold.

This year's Plebe class at the U. S. Naval Academy turned out 146 strong for football.

OUR
WORK
STANDS
THE
TEST
OF

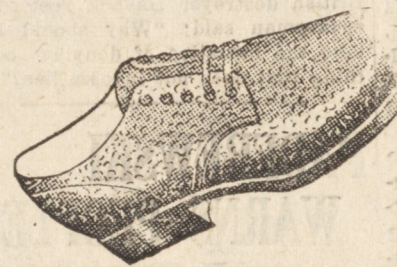


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VAGABOND CRUISE FARMER REFUSES SAILS FROM NOVA SCOTIA SEAPORT \$57,000 FOR CROP

(Special to The Daily Mail)

MONTEAL, Que., Sept. 2.—The vagabond cruise, ship Chomedy, Canadian National Steamships, leaves the local port early this evening on a 38 day round trip via Halifax to the American Colony of Puerto Rico, and the British Colonies of Barbados, Trinidad and British Guiana on the coast of South America, carrying a number of passengers from Canadian and United States cities.

Among the passengers will be Miss B. Cantrayman and Miss Martha Johns, of Montreal, Mr. and Mrs. J. A. Hambly of Cap de la Madeleine, Que., Dr. F. W. Blakeman of Ottawa, Miss J. Clemens, Miss D. Marcellus and Mr. and Mrs. F. Itollery all of Toronto. Mrs. Gertrude Bloomer, Milton Rathbun and Dr. J. T. Schwartzbeck, all of Detroit, Mich., Thomas Hall, of Hartford City, and Miss Elsie Hill, of Minneapolis, Miss K. Loveland of Akron, Ohio, and

GRETN, Man., Sept. 3.—James Handlan of Kane, Man., 49 miles southwest of Winnipeg, threshed 950 acres of Thatcher rye-resistant wheat which yielded 40 bushels to the acre, but refused \$57,000 cash for the 38,000-bushel crop. He said he wanted his grain to go to prairie farmers as seed and turned down the outside offer.

The National Boxing association will hold its 1937 convention at White Sulphur Springs, W. Va., September 13-16.

Steve Hamas, former heavyweight title contender and an all-around star at Penn State college, is now a copper salesman.

George A. Owen of New York City. The Chomedy will be due back at Montreal October 10 and in the meantime her sister ship, the Colborne, will arrive September 26 and sail again September 30 on the regular route of these Vagabond ships.